

The Hong Kong Daily Press.

No. 6493 — 號三十九百四十六號 · 日七月八日寅戌緒光 ·

HONGKONG, MONDAY, SEPTEMBER 23RD, 1878.

音年鵠

號三十二月九號 漢香

PRICE \$2 PER MONTH.

SHIPPING.

NOTICES OF FIRMS.

ARRIVALS.

September 21, HAI-LOONG, British str., 277.
F. P. C. Goods, Tumian 19th September, Amoy 18th, and Swatow 20th.
General D. LAPRAIK & Co.
September 21, JUNG-CHIAO, Chinese str., 700.
Wallace, Canton 20th September.
General C. M. S. N. Co.
September 21, CHINA, British str., 799.
Off Canton 20th September, General STRASSE & Co.
September 21, NAMO, British str., 362, Geo. Westby, Haiphong 13th September.
Paloh 17th, and Nioho 20th, General D. LAPRAIK & Co.

September 21, NUVO CONSTANTE, Spanish str., 217, Jose Urante, Loguimino 30th August, Timor — LANE, CRAWFORD & Co.
September 22, OLYMPIA, German str., 783.
F. Nagel, Swatow 21st Sept., General KWAN-ABENG.
September 22, PAMAS, German bark, 491.
D. Baller, Singapore 24th August.
Timber, Simeon & Co.
September 22, PERAMBONO, Brit. str., 643.
Hye, Saigon 17th September, General MELCHIOR & Co.
September 23, KATE WALTERS, British bark, 380. Giese, Nioho 26th August, Japanwood — ROZARIO & Co.
Argentina, British steamer, for Singapore and London.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, SEPTEMBER 21ST.

Helen, German bark, for Newchwang.
Bellona, German steamer, for Saigon.
Yolanta, French bark, for Newchwang.
Yolanta, British steamer, for Swatow.
Lion, Old, British bark, for London.
Hyson Castle, British bark, for Chefoo.
Ying-ching, Chinese steamer, for Shanghai.
Alberton, British steamer, for Shanghai.
Argentino, British steamer, for Singapore and London.

DEPARTURES.

September 21, KEDIVE, British steamer, for Singapore, Bombay, &c.
September 21, BELLONA, German str., for Saigon.

September 21, TEHLI, German bark, for Newchwang.
September 21, KWANGTUNG, British str., for East Coast.

September 21, CHINA, German steamer, for Shanghai.

September 21, REGENT, American ship, for Manila.

September 22, CHINA, British steamer, for Yokohama.

September 22, VENETIA, British str., for Shanghai.

September 22, YUNG-CHING, Chinese str., for Shanghai.

PASSENGERS ARRIVED.

Per HAI-LOONG, str., from Tamsui, &c.;—
1 European, dock, and 250 Chinese.
Per CHINCHIAO, str., from Canton—
25 Chinese.
Per NAMO, str., from Haiphong, &c.;—
Misses, Horton and d'Argence, and 50 Chinese.

Per Olympia, str., from Swatow—
1 European, deck, and 100 Chinese.

Per PERAMBONO, str., from Saigon—
65 Chinese.

PASSENGERS ABSENT.

The German steamship Olympia reports left Swatow on 21st September, and had fine weather and light N.E. winds.

The British steamship Perambono reports left Nioho on 26th August, and had light tailing winds and rains throughout the passage.

The British steamship Perambono reports left Saigon on 17th September. The first three days moderate Southerly winds, accompanied with heavy rain; last two days light N.E. and N.W. winds with fine weather.

The German bark Fuldis reports left Singapore on 24th August, and had light Southerly winds. On the 13th, 14th, and 15th strong winds from the North, with heavy sea, then to port light Northerly and Westerly winds.

The British steamship Nansen reports left Haiphong on Sunday, the 15th September, and experienced strong gale, veering from the N. to East with heavy sea in Gulf of Tongkong, with low barometer. Arrived at Paloh at 8.30 a.m. on the 16th, and left again same day.

The British steamship the Minerva of the 20th at 2.35, and experienced moderate N. Easterly winds and fine weather to port. In Haiphong the steamships West and Conquer.

The British steamship Hailor, reports whilst in Tientsin from 30th instant to 12th, strong winds from all quarters, but principally N. Easterly, with continuous heavy rain, and barometer fluctuating from 29.96 to 29.66; rain gauge showing 17 inches of rain to have fallen during that period, 8 inches falling on the 11th. From the 11th till 14th current running on the ebb proper between eight and nine knots. Had three tides down to 11th, and full moon on 12th. Left Tientsin on the 14th instant, with barometer at 29.90 and steadily falling. Arrived in Amoy on the 17th, and experienced a very heavy sea from the N.E. with a strong gale, and highest reading of barometer at 29.88 and lowest 29.79. In Amoy had light winds and fine weather, with low barometer; highest reading 29.75 and lowest 29.69. Left on 21st, and had light winds, accompanied by high pressure, full moon on 22nd. Arrived in Tientsin on the 23rd instant, with barometer at 29.72 and lowest 29.63. In Swatow barometer inclined to rise. Left Swatow on the 20th, and from thence to port had S.W. winds and fine weather with rising barometer. Passed the steamship Taiwan on the 17th off Dold's Island, bound for Tamsui. Passed the steamship Yeo, bound for Tamsui, and had with her. Taiwan, the 18th, and had moderate N.W. winds and fine weather, with highest reading of barometer at 29.87 and lowest 29.79. In Amoy had light winds and fine weather, with low barometer; highest reading 29.75 and lowest 29.69. Left on 21st, and had light winds, accompanied by high pressure, full moon on 22nd. Arrived in Tamsui on the 23rd instant, with barometer at 29.72 and lowest 29.63. In Swatow barometer inclined to rise. Left Swatow on the 20th, and from thence to port had S.W. winds and fine weather with rising barometer. Passed the steamship Taiwan on the 17th off Dold's Island, bound for Tamsui. Passed the steamship Yeo, bound for Tamsui, and had with her. 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Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

The *Iron Duke* has a correspondent of a
highly paid cost, largely to himself, who
has been greatly vexed on the Chinese coast. What
he writes is that the rainfall for August was 15.08
inches, compared with 12.21 inches in the same
month last year, and 32.43 inches in August, 1875.

The scheme for introducing Chinese labourers
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letter in the *Dabat*, at first seemed to the scheme,
but now hesitates.

Mr. A. H. Murray, Secretary of the Legation
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General Chenzu, the Governor, according to a

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

September 21st.

	HONG KONG	AMoy	SingaPore	Naka-
BAROMETER,	94.5	90.0	87.0	84.0
HERMOSCOPE,	100.0	100.0	100.0	100.0
Thermometer,	80.0	80.0	80.0	80.0
Direction of Wind,	NW	NE	W	W
Force,	3	4	2	1
Dry Thermometer,	75.0	70.0	70.0	70.0
Wet Thermometer,	77.0	70.0	70.0	70.0
Weather,	b. b.	b. b.	b. b.	b. b.
Barometric Fall,	-	-	-	-

BAROMETER, reading at the sea level, 1000 feet, and instruments in Fahrenheit degrees and tenths, kept in the office of the Meteorological Bureau.

DIRECTION OF WIND is registered every two points, N., E., S., W., & SW. from 8 to 10 hours.

A DISCOUNT of Twenty per cent. (20%) upon the Current Local Rates will be allowed upon Insurance effected with this Office.

LINSTEAD & Co., Agents Sun Fire Office, Hongkong, 1st June, 1873. [182]

INSURANCES.

NOTICE.
The Undersigned has been appointed
AGENT AT THIS PORT FOR THE POSITIVE GOVERNMENT SECURITIES LIFE
ASSURANCE COMPANY LIMITED, H. NOTLEY,
HONGKONG, 8th JUNE, 1873. [182]

SUN FIRE OFFICE.

THE Undersigned are prepared to Grant
Policies against Fire to the extent of
\$50,000 on First-class Risks.

A Discount of Twenty per cent. (20%) upon
the Current Local Rates will be allowed
upon Insurance effected with this Office.

LINSTEAD & Co., Agents Sun Fire Office, Hongkong, 1st June, 1873. [182]

PHENIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed
Agents to the above Company at this
Port, are prepared to grant Policies against
Fire to the extent of \$40,000 on Buildings or
on Goods stored in Warehouses.

SIEMSEN & Co., Agents.

THE Undersigned, having been appointed
Agents to the above Company, are prepared
to accept Risks against Fire at Current
Rates, subject to a Bonus of 10%.

SIEMSEN & Co., Agents.

Hongkong, 18th November, 1873. [182]

CHINESE INSURANCE COMPANY
(LIMITED).

NOTICE.

POLICIES granted at current rates on Ma-

nufactures to all parts of the World. In
association with the Company's Agents of As-

sociation, Two-thirds of the Profits are dis-

tributed Annually to Contributors, whether Share-

holders or not, in proportion to the net amount
of Premium contributed by each, the remaining
third being carried to Reserve Fund.

OLYMPIAN & Co., General Agents.

Hongkong, 17th April, 1873. [182]

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.INCORPORATED BY ROYAL CHARTER AND
SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1869.

CAPITAL £20,000,000.

THE Undersigned, Agents at Hongkong for
the above Company, are prepared to grant Policies
against FIRE to the extent of \$100,000 on
any Building, or Manufacture, in the same
as the usual rates, subject to a discount of
Twenty per cent. (20%).

GILMAN & Co., Agents.

Hongkong, 7th July, 1873. [182]

THE LONDON ASSURANCE C.

INCORPORATED BY ROYAL CHARTER OF HIS
MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation, are
prepared to grant Insurances as follows—

MARINE DEPARTMENT.

Policies at current rates, payable either here,
in London, or at the principal Ports of India,
China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at
current rates.

A discount of 20% allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £50,000,
at reduced rates.

HOLIDAY, WISE & Co., Agents.

Hongkong, 24th July, 1873. [182]

THE ON TAI INSURANCE COMPANY
(LIMITED).

DIRECTORS.

LEE SING, of the Lee Sing Fung
House, Fung Yip Fook, of the Chan Cheong Wing
House, Woo Yee of the Yee On Firk, Fung Soo Fung, of
the Sung Tung Wo Hong, Wong Pak Cheong, of the San Tye Leo Hong,
Kwok Acheng, of the Fat Hing Firk, Lo Yee Moon, of the
Kwong Man Cheong Firm.

MANAGER—LIO AMEL.

MARINE RISKS on Goods, &c., taken at
CURRENT RATES, up to American, California,
Marine, China, Siam, France, and to all
Treaty Ports of China and Japan.

HOLIDAY, WISE & Co., Agents.

Hongkong, 1st January, 1874. [182]

YANGTSZE INSURANCE
ASSOCIATION.

DIRECTORS.

LEE SING, of the Lee Sing Fung
House, Fung Yip Fook, of the Chan Cheong Wing
House, Woo Yee of the Yee On Firk, Fung Soo Fung, of
the Sung Tung Wo Hong, Wong Pak Cheong, of the San Tye Leo Hong,
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Treaty Ports of China and Japan.

HOLIDAY, WISE & Co., Agents.

Hongkong, 1st January, 1874. [182]

ROYAL INSURANCE COMPANY.

CAPITAL (Fully Paid-up)..... Tls. 420,000

PERMANENT RESERVE..... Tls. 200,000

SPECIAL RESERVE FUND..... Tls. 104,000

TOTAL CAPITAL and
Accumulations this date..... Tls. 754,000

DIRECTORS.

T. B. FOBES, Esq., Chairman
M. P. EVANS, Esq. | C. LUCAS, Esq.
C. KREBS, Esq. | W. M. WETTERICK, Esq.

SECRETARIES.

Messrs. RUSSELL & Co., Shanghai.

TONGKING BANKERS.

Messrs. BARKING BROTHERS & Co.

AGENTS IN

HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.POLICIES granted on MARINE RISKS to all
parts of the World, at CURRENT RATES.Subject to a charge of 12% interest on
the amount of the sum insured.

Underwriting Business will be annually di-

vided among all Contractors of Business in
proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 10th May, 1873. [182]

QUEEN FIRE INSURANCE COMPANY.

CHAMBERS, at \$12, \$10, \$7, \$5, \$3, and \$1 per
CASE of 1 DOZEN QUARTS.

\$25. CASE of 100 QUARTS.

\$100 CASE of 1000 QUARTS.

Detailed Price List on application to

SIEMSEN & Co., Agents.

Hongkong, 1st November, 1873. [182]

FOR SALE.

C. H. A. M. P. A. G. N. E. 1874.

HEIDRICH & Co., M. O. N. O. P. O. L. E.

DEERJEN & Co., Agents.

Hongkong, 2nd July, 1873. [182]

FOR SALE.

C. U. T. L. E. R. P. A. L. M. E. R. S.

CHINESE EXCHANGE, QUEEN'S ROAD, HONGKONG.

AND AT SHANGHAI.

FOE SALE.

SAYLE & CO.

1874.

HEAD & CO., Agents.

Hongkong, 1st November, 1873. [182]

FOR SALE.

W. BLACKHEAD & Co., Agents.

Hongkong, 1st November, 1873. [182]

FOR SALE.

C. H. A. M. P. A. G. N. E. 1874.

HEAD & CO., Agents.

Hongkong, 1st November, 1873. [182]

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C. H. A. M. P. A. G. N. E. 1874.

HEAD & CO., Agents.

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EXTRACTS.

WILLIAM CULLEN BRYANT.
The following charming poem on "Juno" gains additional interest from the fact that the poet's tomb is near Juno:

I gazed upon the glorious sky,
And the green mountains round,
And thought that when I came to die
At rest within the ground;
T'was pleasant in Jovey Jane,
When brooks send up a cheerful noise,
And groves a cheerful sound,
The serton's hand, my grave to make,
The rich green mountain-side should break.

A coil wittin' in the frozen mould,
A coffin borne through sheet,

And lay cloths above it rolled;

While fierce the tempest beat;

Away!—I will not think of thee;

Blue to the sky and soft the breeze,

Earth green beneath the foot;

And be the dumb mouth fully pressed

Into my narrow place of rest;

There, through the long, long summer hours,

The golden light should sit,

And thick young herbs and groups of flowers

Stand in their beauty by.

The crole should bridle and tell

His love-tale close beside my cell;

The idle butterfly

Should rest here there, and there be heard

The honey-bee's low and humming-bird.

And what if cheerful shots at noon

Come from the village sent,

Or song of birds from the moon?

With fairy laughter blent?

And what if in the evening light,

Betrothed lovers walk in sight?

Of my low monument?

I would the lovely scene avert

Might know no easier sight or sound.

I know that I no more should see—

The season's glories slow.

Nor wold its brightness thine for me,

Not its wild music flow;

But it a mourn my place of sleep,

The friends I love should come to weep;

They might not have to go,

Sad are, and song, and light, and blood,

Should keep them lingering by my tomb.

These to their softened hearts should bear

The thought of what has been,

And speak of one who cannot share

The gladness of the scene;

Whose part, in all the pomp that fills

The court of the summer hills,

Is that his grave is green;

And deeply would their hearts rejoice

To hear again his living voice.

GOOD, EASY MEN.

It is evident that Shakespeare's characters indulge in autobiography, even on the smallest scale; or, indeed, in any rebus upon their own personality. When, therefore, Wolsey speaks of himself under the description of a "good, easy man," we are pretty safe in regarding him as a consummate type of that species. It is true that in the passage wherein the expression occurs the reference is ostensibly to the "state of man" in general. But the "man" meant is no starveling specimen of poor humanity, but a good, portly person, full of health and vigour, robust and hearty, contented with the world, and contented above all with himself. Of such men as this the great Cardinal was during the middle period of his life, a very good example. Not, of course, the best example, but history can provide; for no public man worthy of a place in a historical

island. Then came the *Attawatas*, an iron school of 118 tons, and a cunise in the schooner of the British Admiralty, even on the Mediterranean. After his marriage with the accomplished lady who has just written the *Voyage of the Sundews*, he took to steam, or rather auxiliary steam-yachts, as a measure of convenience proper to a married man; for Mr. Brassey holds firmly to the sound doctrine that the art and mystery of seamanship is best learned, and its practice most completely enjoyed, on board of a sailing ship. "Seam," he maintains, "is an excellent help in getting from spot to spot, and supplies a valuable escape from the monotony of gales, but the real beauty of yachting is in sailing your craft." From the auxiliary screw *Mersey* he soon removed his household gods to the *Eldon*, in which he made a passage to Newfoundland and up the St. Lawrence, passing through the little frequented Gulf of St. Lawrence, between Cape Breton and the mainland, and navigated the chief rivers of the United States so far as his draught of water would permit, including the passage through Hellgate to New York, the Potowmack to Washington and the James River. While on this long cruise he still further developed the talent for piloting first discovered during a cruise among the islands near Stockholm, and displayed enough honour to him to decide whether his unrediness proceeded from a good or a bad digestion. Of the French kings, two only—John and Louis XVI.—might with any truth be called "good, easy men," and neither they nor Ethelred enjoyed an enviable fate. Descending nearly to the other end of the scale of public characters, we have the Mayor of the French Commune, who is, or should be, if he is to enjoy the esteem of his flock; a very model of easy-going virtue. Wise without sluggishness, stern at proper times but without severity, diligent without overpunctuality, he conducts the routine of administrative work with smooth and almost suet-like monotony, fluster only, and that not seriously, whenever there is a peculiarly atrocious murder. Side by side with him, equally good-humoured, equally innocuous, and as unproblematically regular in habits, is the pattern parish priest, before whose learning and whose logical perplexities calmly resolve themselves, and whose mild-spiritedness diffuses all around him a pleasant feeling of peace both temporal and spiritual.

In the English *Cosmos* that "good, easy man" is or was most often found amongst the squires and parsons of the antiquated type. A dozen examples will occur at once to the readers of Lord Lytton and Mr. Trollope. Physiologists will perhaps some day detect a vague connection between male and boldness of character. The consumption, the sale, and perhaps even the manufacture of India liquors is productive of "good, easy men," and no one will deny that England, Germany, and, above all, Bavaria, are inhabited by a vastly greater proportion of these amiable persons than the wine-producing districts of Europe. Probably, however, it is in Asia that the species is found in greatest perfection. A pusher seated on his divan, with his attendant surroundings of coffee, cool drinks, pipes, and mild tobacco, is the personification of ease, and great indeed must be the provocation in this direction overshadowed by that of his wife, who is one of the most brilliant of English housewives, he would rank as a good man across country. He has, however, as a rider one strange peculiarity, for while he cannot look upon a book a second time without recognising her, he never knows one horse from another. Yet he works hard at hunting, as he does in the House of Commons and in his study. Nevertheless, it is easy to see that such as he loves parliamentary work, and fond as he is of finishing in the first flight, he is never so thoroughly in his own element as when on the bridge of his own yacht, absorbed in an intricate bit of piloting such as that he essayed successfully in the Straits of Magellan. *World.*

DEAL OF POISON. The following case, recorded in the Report of the Chemical Analyst for Bombay, 1877, indicates that the practice of oral poisons in the aggregate cost quite as much as the price paid, but physically weaker and incomparably slower and less energetic, labourers of foreign countries. In one of the most remarkable poison factories set up by him, he is said to have been the first to introduce the use of tallow in it, advertising that his work had done so. His friends, that he had done so, and that the thief put the ornaments into the pot, nothing further would be said. This failed. The wise man, therefore, assembled the neighbours, and an ordeal was instituted, each person being required to eat a small quantity of sugar. The result was that the sister died with symptoms of bright poisoning, and that a grain and a half of arsenic oxide was found in the contents of her stomach. *British Medical Journal.*

goes, quite beyond his philosophy, and if he cannot suddenly change his whole character and habits he must yet perish and a thousand other worthy men who either in case or in power, by accident or by nature—were once "good, easy men." Knowing this, let us make the most of the species, whilst it is to be found and studied. The worries and toils of a world which becomes more busy and executable every day, further the race more and more rare, and the things which were once rare, now are not. What supplanted with practical and theoretic knowledge when he entered the House of Commons, the son of the great contractor had not long to wait for an opportunity of lifting up his voice with effect. In 1869 the trade of England had hardly recovered from the shock received during the panic of 1866, and ones similar to those heard at the present moment were ripe—that the period of England's supremacy as a trading country was past, that foreign competition had reached a point at which it could not be met. That Sheffield must give way to Le Creusot. All this upsurge was occasioned by one Eng. railway company having bought some locomotives of M. Schneider—on terms so low that he declined to repeat the contract, and by six hundred tons of rails having been sent into this country from Belgium. Mr. Brassey saw his opportunity, and rose to second Mr. Tom Hughes's motion. Before he had spoken a dozen sentences of his maiden speech, he experienced the delicious sensation of being listened to, and as he advanced with his subject, received the compliment of members on the benches in front of him turning round to look at the new man and hear what he had got to say. With the spirit born of long practice, the House recognised that the nophytes knew what he was talking about. Attacking at once the faults themselves rather than the superstructure of argument which had been built upon them, he unfolded to his audience the complicated nature of the apparently simple operations of trade, and proved how easy it was to make a bugbear out of its eccentricities as distinguished from its steadiness in its natural channels. Having thus achieved a decided success in his first attempt at parliamentary oratory, Mr. Brassey quickly recognised that he must master some other subject in order to obtain an equally attentive hearing on other occasions. Thus, guided partly by the necessity for a specialty and partly by natural predilection, he determined to make maritime questions his forte, and was not long before he made such a decided impression as to gain the appointment of a Junior Brother of the Trinity House, conferring at once a certain dignity and the right to wear a becoming uniform. In attacking the subject of marine administration he possessed two great advantages, acquired in the course of his yachting experience—a minute acquaintance with every port and harbour in the British Islands, and an intimate knowledge of the habits, thoughts, and capabilities of the long-shore population. The deep-sea sailors had already been organised into a reserve for the Royal Navy, but it struck Mr. Brassey that among the fisherman might be found a second body of men equally brave and hardy, if not so well trained, as the long-voyage men. 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